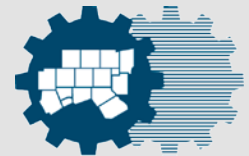


Pedestrian Safety in North Texas

Dallas - Fort Worth Metropolitan Area

Karla Weaver, AICP
Senior Program Manager



North Central Texas
Council of Governments

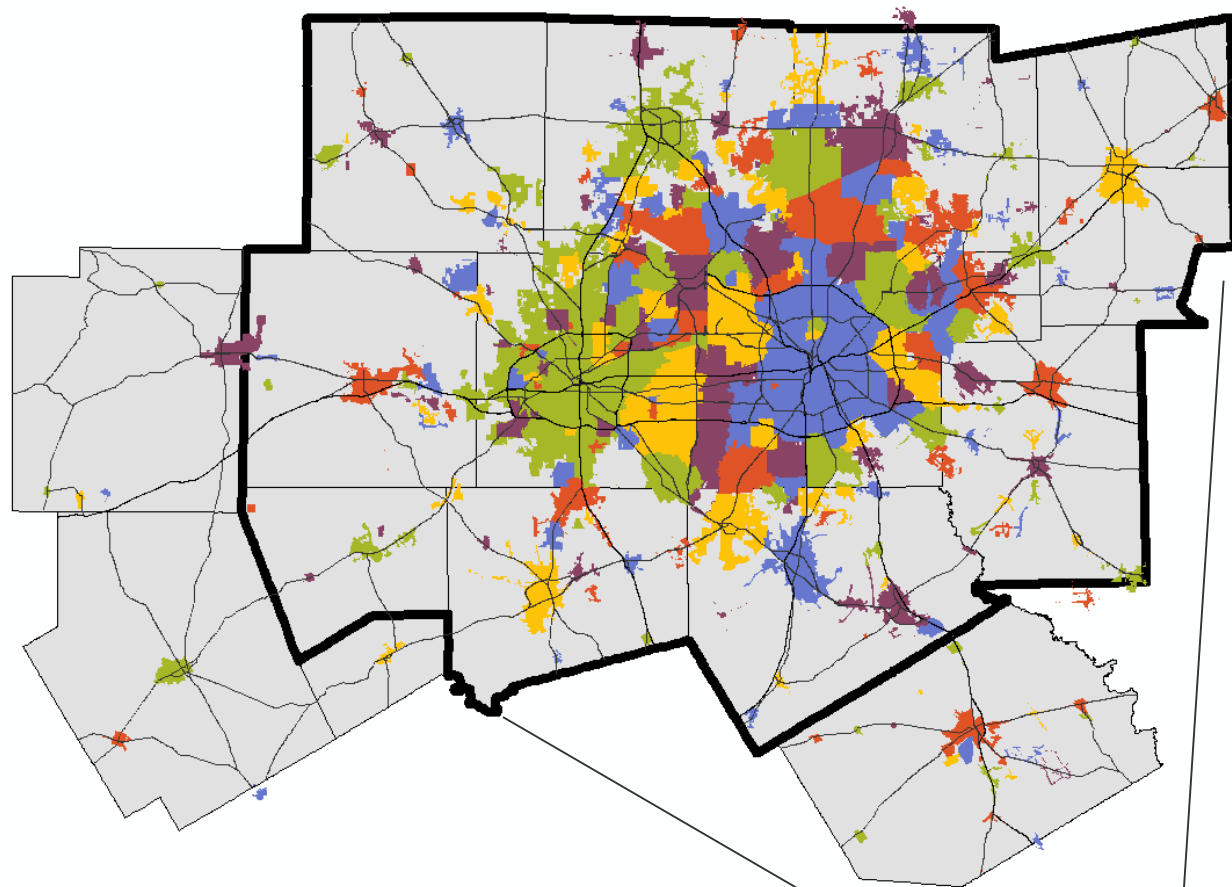
Statewide Pedestrian Safety Forum

August 22, 2019



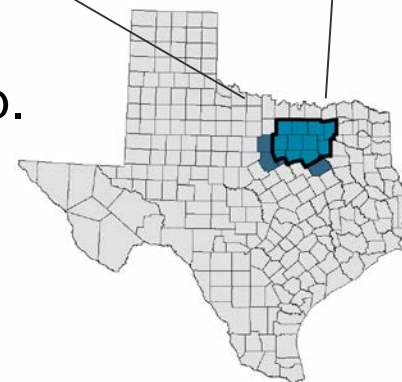
North Central Texas Council of Governments

MPO for the Dallas-Fort Worth Region



Metropolitan Planning Area (MPA)
209 cities
13 cities larger than 100,000 pop.

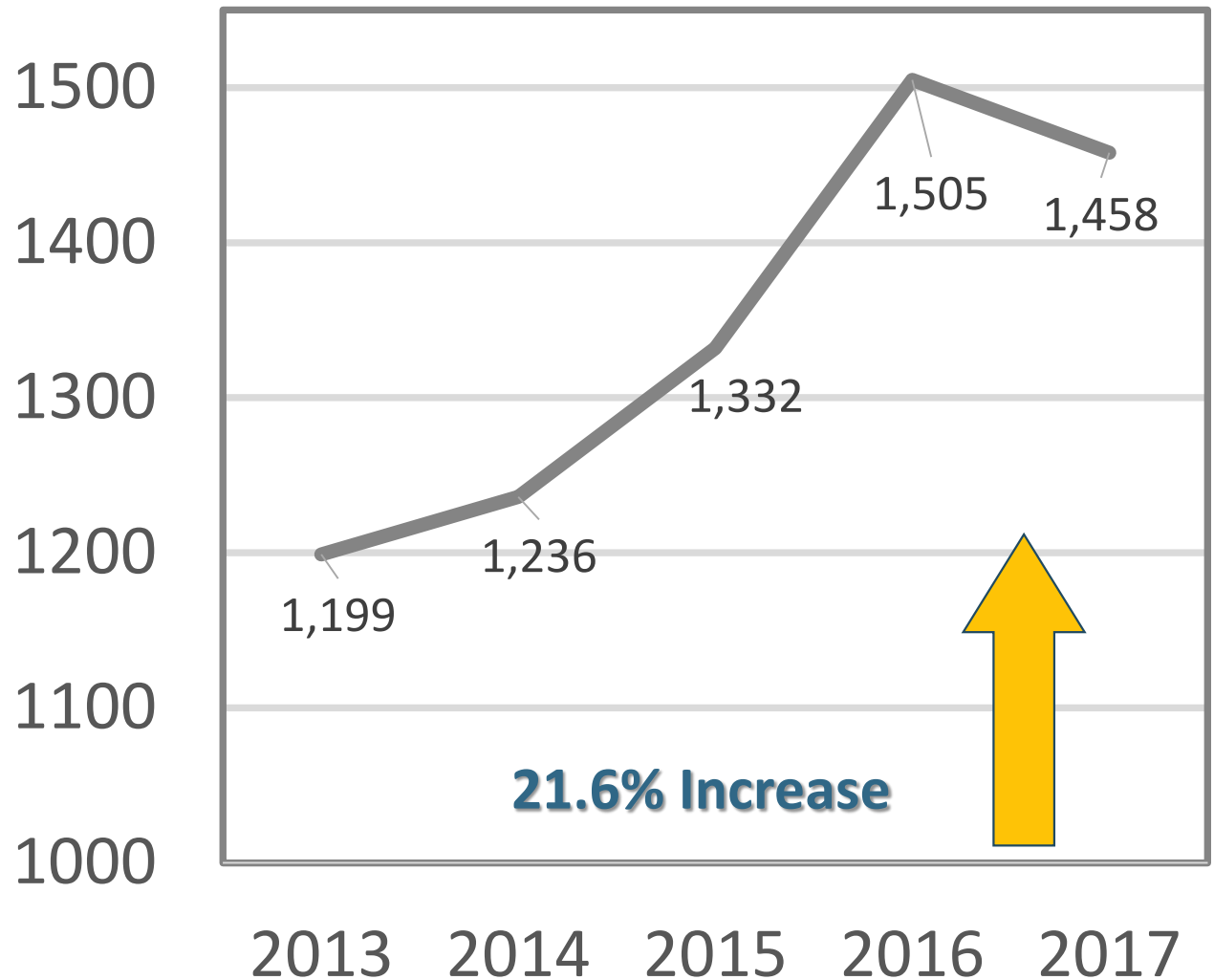
MPA Population
2017 Estimate = 7.2 million
2045 Forecast = 11.2 million



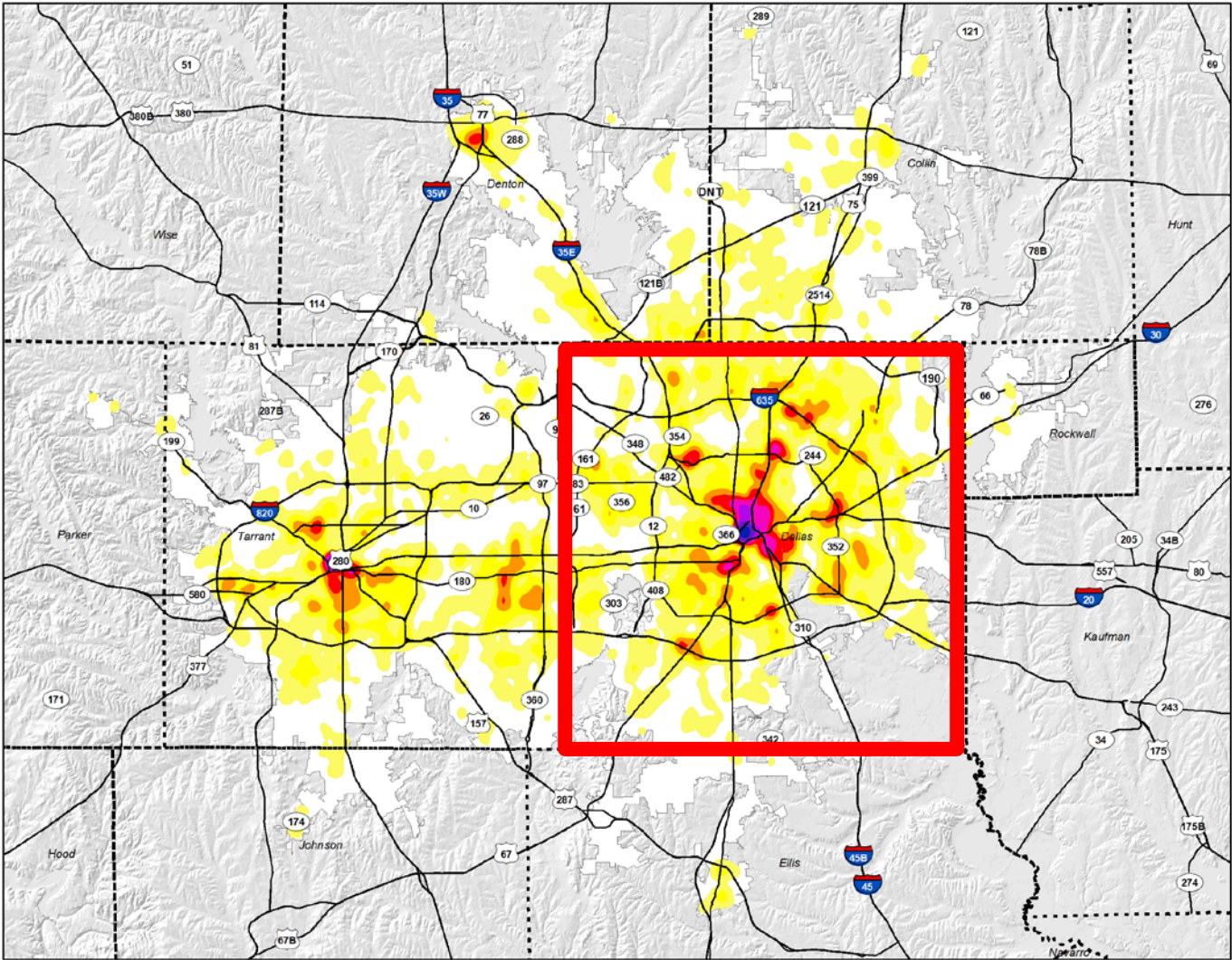
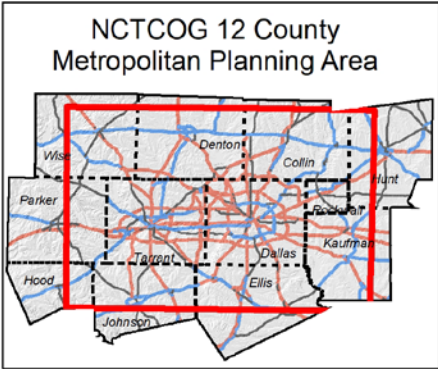
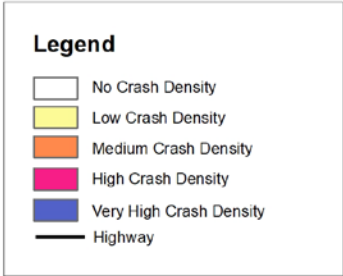


North Central Texas Region 2013 - 2017

Pedestrian Crashes & Fatalities



Urbanized Area Pedestrian Crash Density (2013 - 2017)

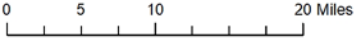


Note: Density concentration is calculated as a magnitude per unit area from crash point features and is based on the geography of the census designated urbanized area. Blue symbolizes higher concentration of crashes and yellow displays lower concentrations.

- 1.) Source: TxDOT's Crash Records Information System - 2017 data is current as of April 2018. All TxDOT disclaimers apply.
- 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
- 3.) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.



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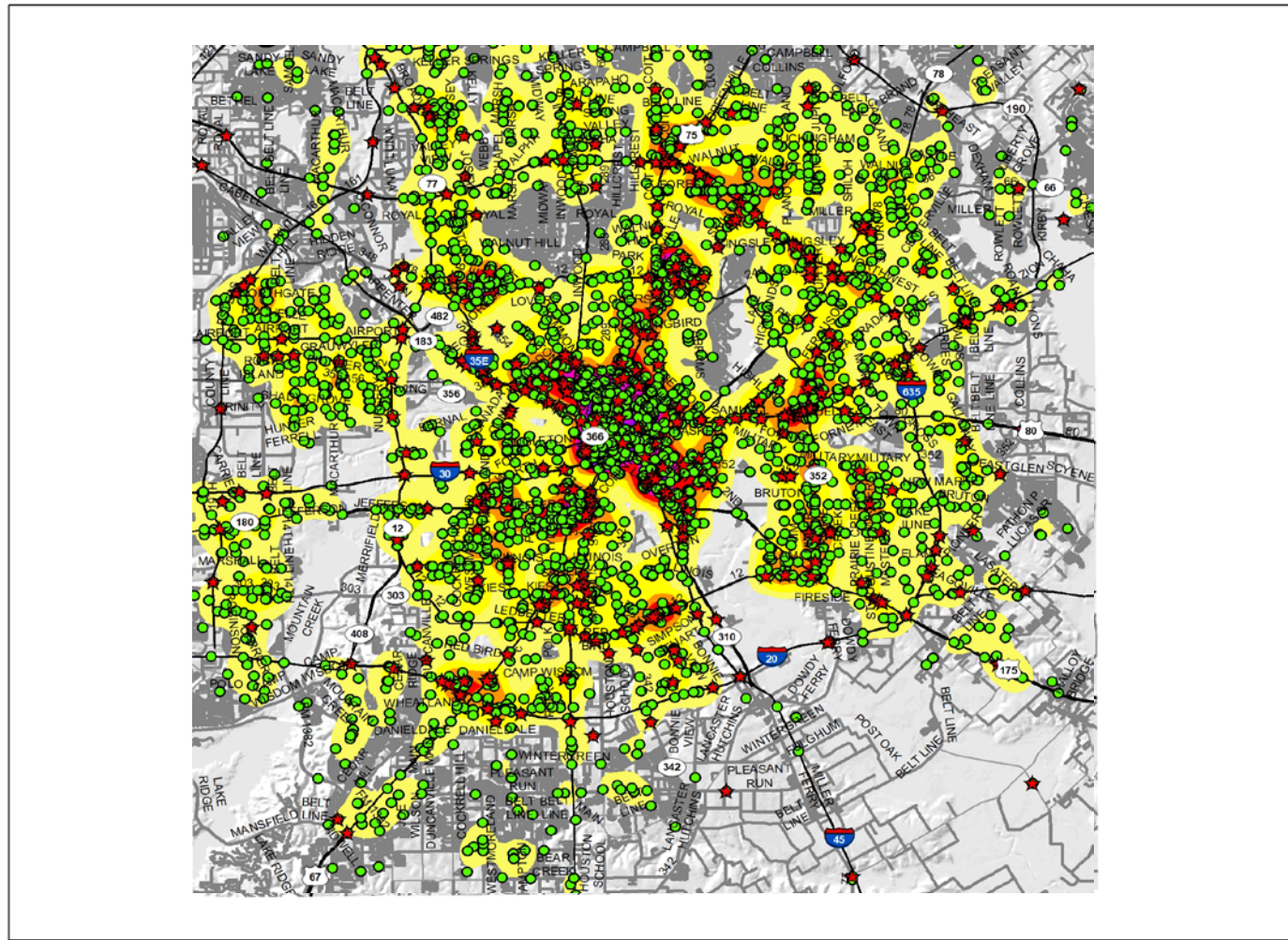
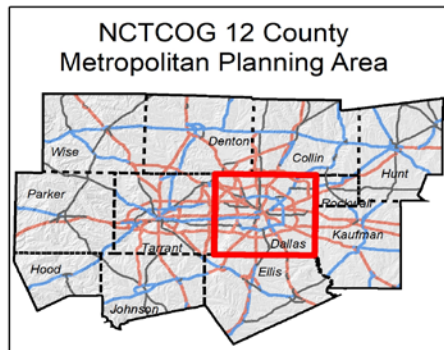
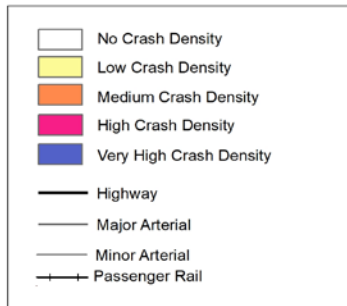


Date: 4/8/2019



North Central Texas
Council of Governments

Dallas County Bicycle and Pedestrian Crash Density (2013 - 2017)



Note: Density concentration is calculated as a magnitude per unit area from crash point features and is based on each county's geography. Blue symbolizes higher concentration of crashes and yellow displays lower concentrations.

- 1.) Source: TxDOT's Crash Records Information System - 2017 data is current as of April 2018. All TxDOT disclaimers apply.
- 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
- 3.) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.



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Transportation Department

0 2.5 5 10 Miles



Date: 11/28/2018



North Central Texas
Council of Governments

Action by Regional Transportation Council

February 14, 2019

Regional Safety Position

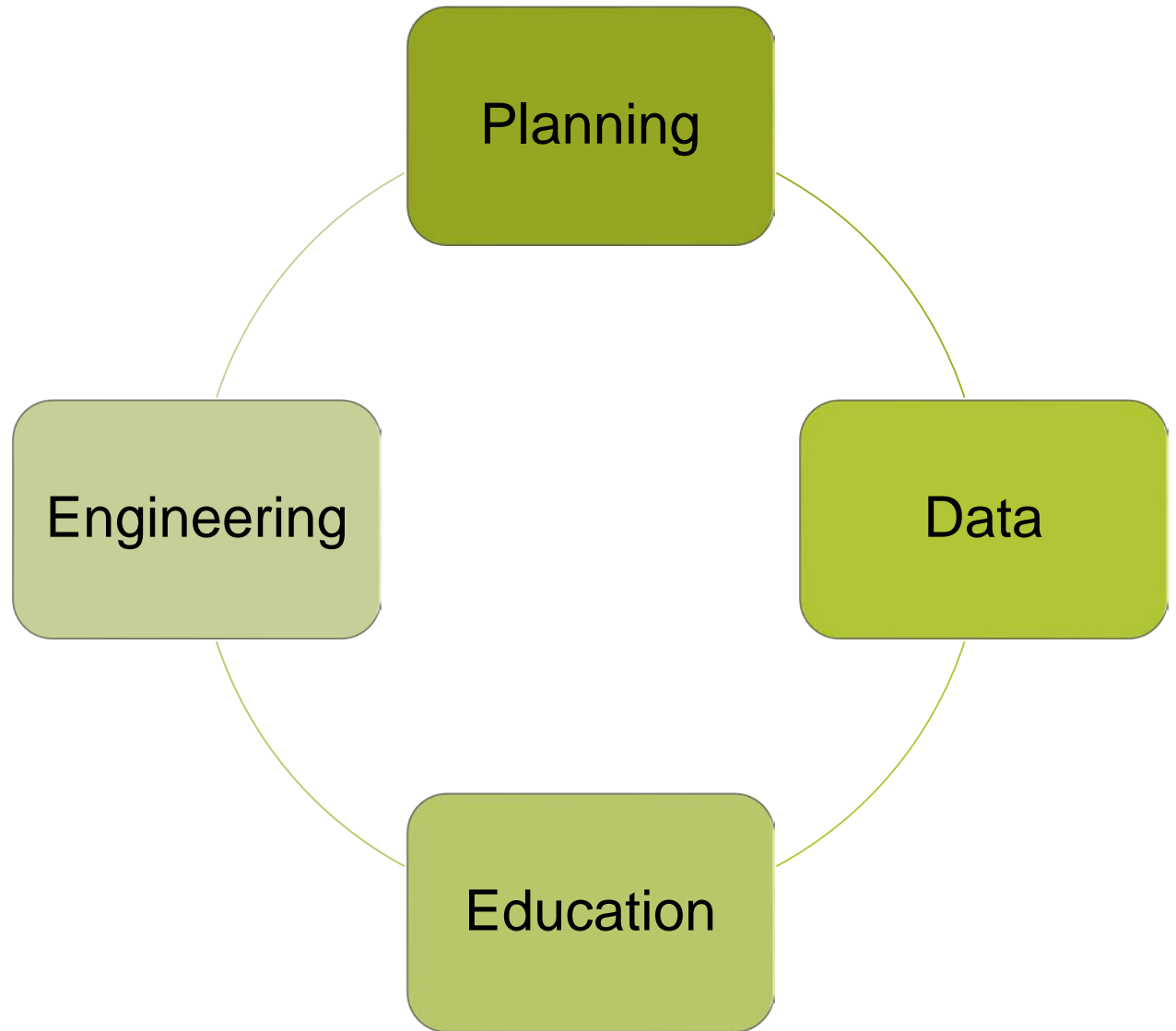
Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

TEXAS DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS
REDUCTION SCHEDULE: 2018 – 2022¹

2018 – 2022 Target Crash Reduction Schedule	
Year	Reduction
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

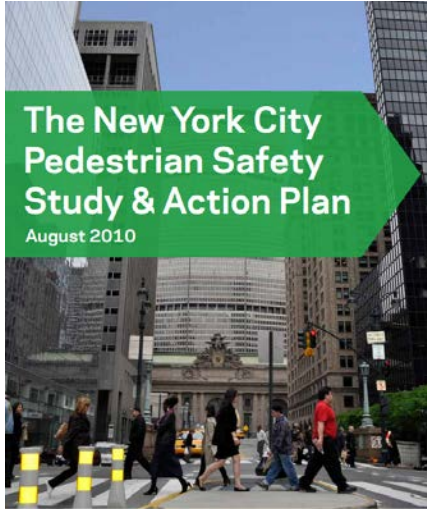
¹ The Regional Transportation Council previously affirmed support for the 2018 TxDOT Highway Safety Improvement Program Performance Targets on December 14, 2017.

Multiple Approach



A photograph of a family walking on a paved sidewalk. On the left, a man in a light blue button-down shirt and jeans walks towards the camera. In the center, a woman in a blue tank top and patterned pants walks away from the camera, holding the hand of a young child. On the right, another woman in a yellow shirt and white pants walks towards the camera, also holding the child's hand. The child is wearing a striped shirt and shorts. In the background, a street sign on a pole reads 'Young' and '1000'. Below the sign is a red digital display showing '10:20'. The scene is set outdoors with trees and a clear sky.

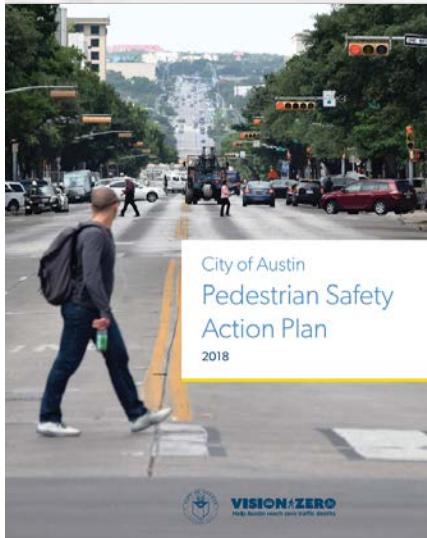
Regional Pedestrian Safety Action Plan



The New York City Pedestrian Safety Study & Action Plan

August 2010

New York City Department of Transportation



City of Austin Pedestrian Safety Action Plan 2018



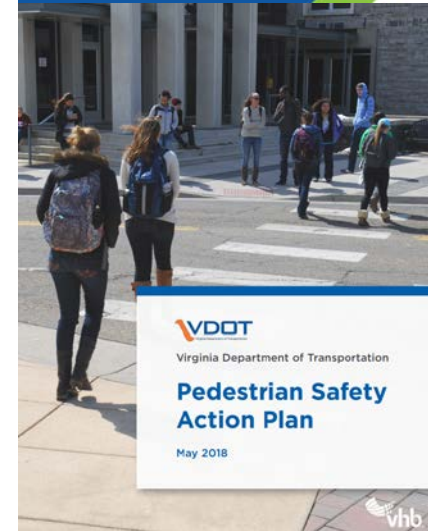
AUGUST 2017

How to Develop a Pedestrian and Bicycle Safety Action Plan



BROWARD MPO BICYCLE & PEDESTRIAN SAFETY ACTION PLAN

MARCH 2018



VDOT Virginia Department of Transportation Pedestrian Safety Action Plan

May 2018



FHWA-SA-17-050

Regional Pedestrian Safety Action Plan

12 County Regional Plan

Phase 1

- Identify corridors and districts of high density of pedestrian crashes
- Prepare a guide for best practices and safety countermeasures for the region
- Recommended programs and projects

Phase 2

- Demand analysis and mapping areas with a high propensity to walk
- Conduct safety assessments in “hot spot” areas of crashes



Key Plan Elements

Public Involvement Throughout

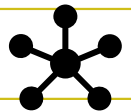
Vision, Goals, & Objectives



Historic Crash + Fatalities



Prioritized Corridors and Districts



Recommended Programs, Project Types and Performance Measures



Policy Template



Action Plan



How/Do we engage the general public?

Regional Pedestrian Safety Action Plan Committee Membership



Identified

- NCTCOG teams
- FHWA Texas Division
- TxDOT Headquarters & Local Districts
- Local Governments: City & County Planners and Engineers
- County Health Departments
- Transit Agencies
- School Districts
- Emergency Medical Services
- Injury Prevention Centers
- Safe Kids Coalition
- AARP: Aging Adults
- Disability Advocates



Need

- Law Enforcement Officers
- Judicial Officers
- Advertising & Media representatives



Regional Pedestrian Safety Action Plan - Public Survey



Regional Survey

- Available for approximately 2 months
- 1045 participants

Preliminary Themes

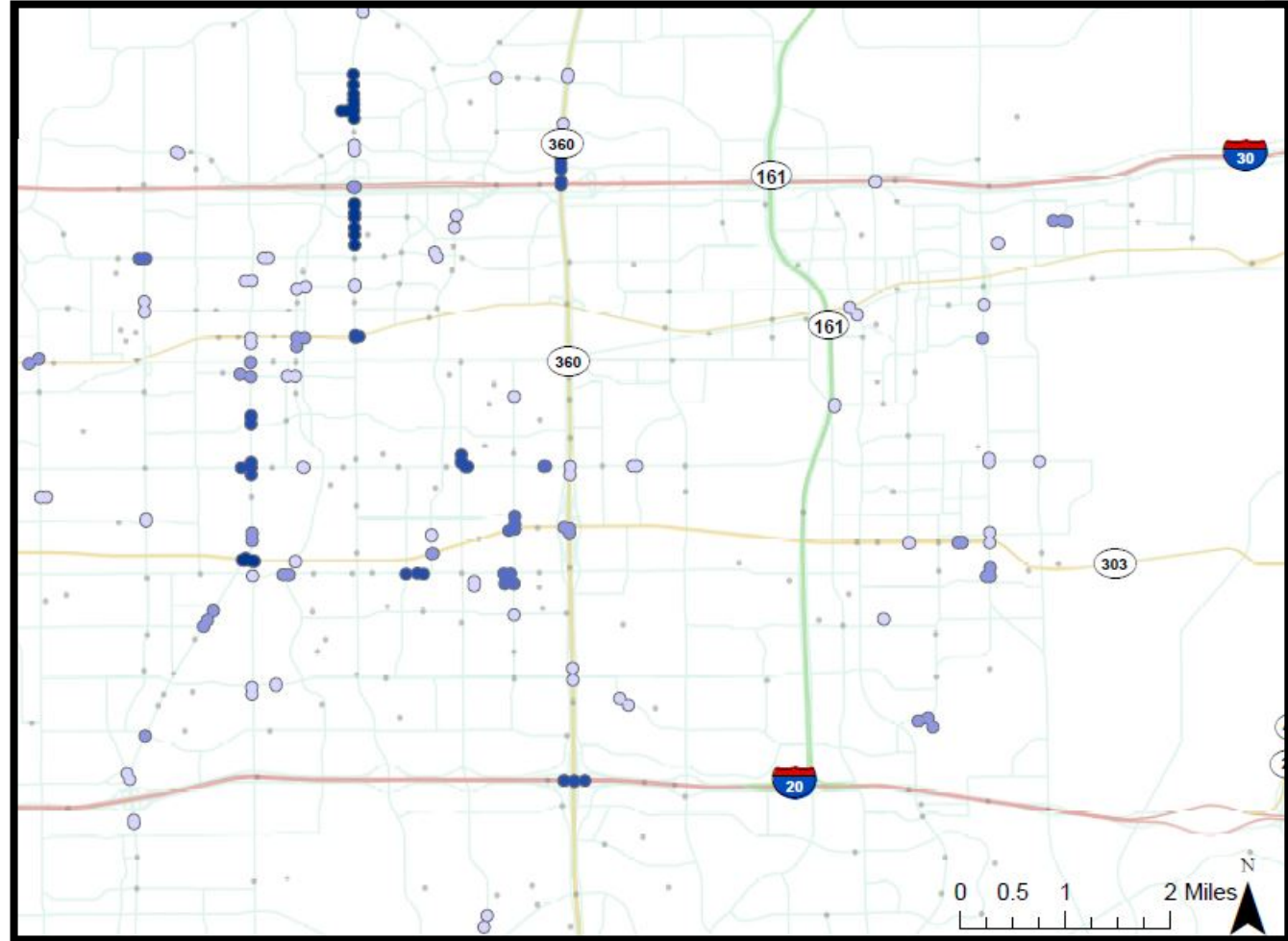
- Desire for more and wider sidewalks, and more trails
- Drivers, bicyclists, and pedestrians need more education
- People walk to shopping centers, schools, community centers



Arlington, TX Area Pedestrian Crashes 2013-2017



Identify
Prioritized
Corridors
and
Districts



North Central Texas
Council of Governments

*TxDOT CRIS Pedestrian Crash Locations analyzed by NCTCOG
Sustainable Development Team for illustrative purpose only.

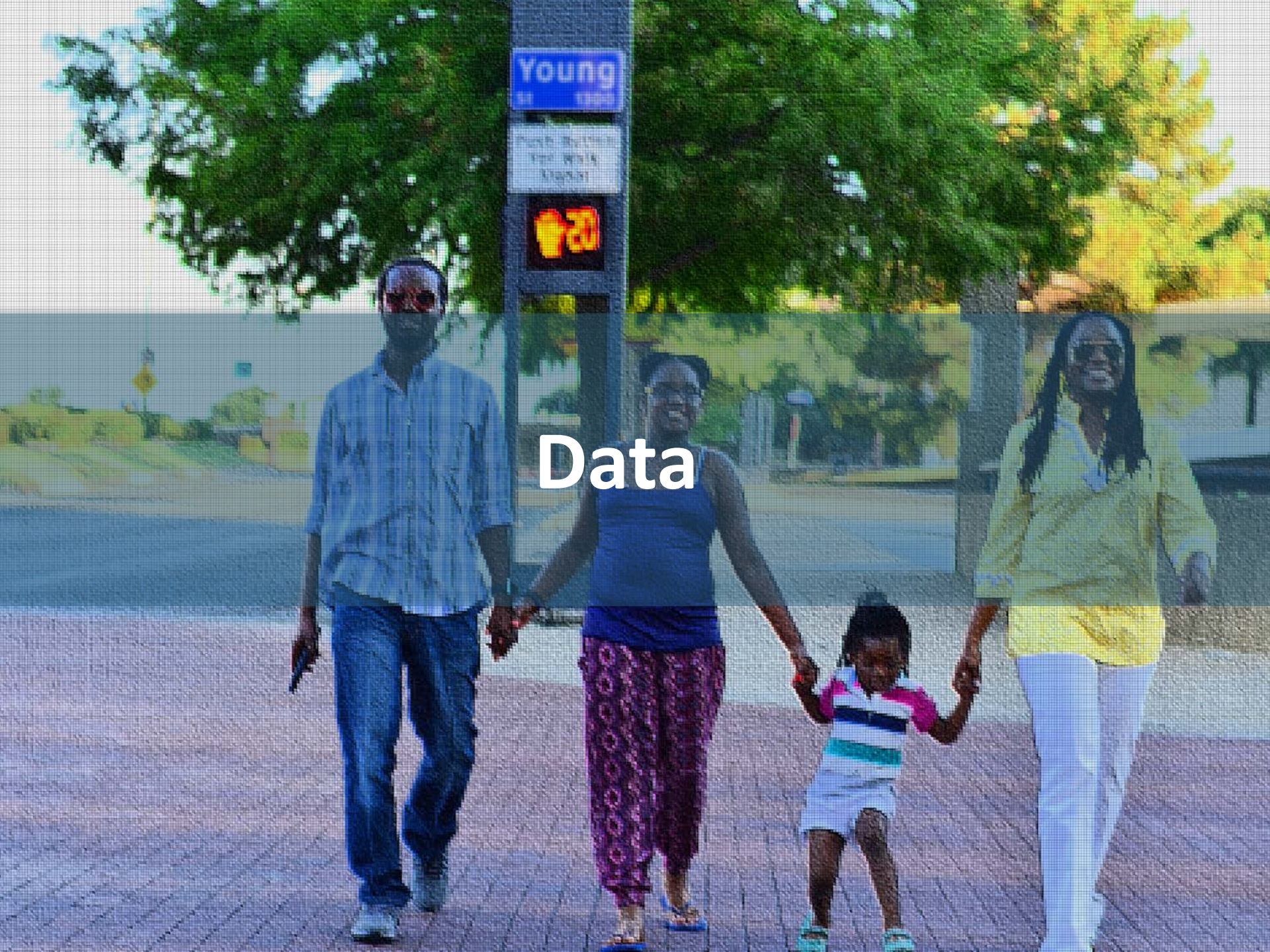


Road Safety Audit for Pedestrian Safety

Possible collaboration between local communities, counties, transportation agencies, TxDOT and FHWA, and NCTCOG

Planning
Outcomes





Data

Other Supporting Initiatives

TxDOT Research Program (19-72)

Research and
Technology
Implementation
Division

North Texas Pedestrian Crash Analysis

1. **Code five years of bicycle and pedestrian crash reports** for the 12-county North Central Texas Metropolitan Planning Area using the methodology developed by the National Highway Traffic Safety Administration for the Pedestrian and Bicycle Crash Analysis Tool.
2. Conduct an analysis to **identify corridors with highly concentrated bicycle and pedestrian crashes** and the unsafe actions that are contributing to the crashes.
3. Provide **safety countermeasures and recommendations** for further study for these corridors.
4. **Review the crash narrative/diagram** as part of the coding process to understand the true nature concerning the cause of the crash.



Other Supporting Initiatives

North Texas Bicycle and Pedestrian Count Program

11 permanent trail count locations owned by NCTCOG collecting data 24/7, 365 days per year

First installed in 2014

Annual report provided to the Region

Mobile counter loan program available to cities for planning studies



Downtown Wylie Pedestrian Study



A photograph of a family of four walking on a paved sidewalk. On the left, a man in a light blue button-down shirt and jeans walks. Next to him is a woman in a dark blue top and patterned purple pants. In the center, a young child in a striped shirt and shorts walks, holding hands with the woman on the left and another woman on the right. The woman on the right is wearing a yellow long-sleeved shirt and white pants. In the background, a street sign on a pole reads 'Young' and '1000'. Below it, a digital display shows '1:20'. The scene is outdoors with trees and a clear sky.

Education

Safe Routes to School Evaluation and Scoring Criteria

LOOK OUT TEXANS BIKE WALK DRIVE SAFELY

HOME

ABOUT

SAFETY TIPS

NORTH TEXANS' STORIES

VIDEO

What does it mean to bike, walk and drive safely?

Staying on and near the roads is more than following the speed limit and looking both ways before crossing a street. While these are two of the most important things to do, there is more to understanding how alcohol, speeding, weaving and driving should interact together. Following the safety tips below will help protect each of us as well as our friends, families and neighbors. By applying common sense and good measures, we can reduce the number of injuries and deaths on the North Central Texas Council of Governments' roads and our communities.

TIP #1

TIP #3

TIP #6

WALKING SAFELY

TIP #1 Cross in crosswalks at intersections.

The safest place to cross a street is a marked crosswalk. Other road users should expect pedestrians to be using this space.

TIP #2 Do not cross between parked vehicles or vehicles waiting at traffic signals.

Parked cars create a visual barrier that makes it hard for other road users to spot crossing pedestrians. Avoid this dangerous situation by locating a safe crosswalk to cross.

TIP #3 Look both ways before crossing a street.

Look left, right, and then again to ensure a safe crossing. Be especially aware of turning vehicles.

TIP #4 At signalized intersections, cross only when the signal indicates it is safe to do so.

Walk Right, Look Left. Be sure to look both ways before entering the roadway.

Flexibility or crossing down the road. Don't start on, but enter the roadway from behind the vehicle.

Steady head. Don't cross the road until you are ready to enter the roadway.

TIP #5 Watch for vehicles and stay out of blind spots when around buses.

A change of the street surrounding a bus is considered the bus danger zone. In this area it is difficult for a driver to see a pedestrian. When exiting a bus stop the danger zone is only a few feet behind the bus.

TIP #6 Make eye contact with drivers before crossing streets.

Be sure to make a driver acknowledge your presence to effect a safe crossing.

TIP #7

Be seen while walking in the dark.

Wear reflective or reflective and night colors at night to increase visibility. Avoid dark clothing when possible.

BIKING SAFELY

TIP #3

Bicyclists are required to stop and yield at traffic signals and stop signs.

Signaling your intentions is as vital as obeying the same signs and duties applicable to a driver operating a motor vehicle.

TIP #9

Use hand signals to let others know when you're turning, changing lanes, or stopping.

Signaling your intentions is as vital as obeying the same signs and duties applicable to a driver operating a motor vehicle.

TIP #10

Be alert.

Be aware of other vehicles and potential future movements of drivers and pedestrians. Anticipate future movements and adjust your position to avoid collisions.

TIP #11

Ride as far to the right as practical. Practical

does not mean possible.

Do not ride in the gutter, avoid hazardous conditions such as potholes and curbs. Be sure to ride straight through the middle of the street and avoid the curb.

TIP #6

Left Turn

Right Turn

Stop

[illegible]

Educational Materials for Students and Parents

**LOOK OUT
TEXANS**
BIKE WALK DRIVE SAFELY

HOME ABOUT SAFETY TIPS NORTH TEXANS' STORIES SCHOOL RESOURCES VIDEOS

Teacher and Parent Resources



3rd-5th Grade School Kit

CLASS ACTIVITIES

SAFE BICYCLING & WALKING
Lesson Plan • Activities • Resources

Request a FREE School Kit

Protecting our region's children is a key focus of the Look Out Texans campaign. Free school kits include resources to educate elementary and middle school-aged students about pedestrian and bicycle safety.




**Safe Routes
to
School**

Helping kids walk, bike and
roll to school safely



School Zone Safety Tips

Across North Texas, hundreds of thousands of students go to school each day. Keep these tips in mind to help our students stay safe.



Slow down and obey speed limits.
Did You Know? A pedestrian hit by a car going 20 mph has a 90% survival rate. At 30 mph, it drops to 50%.

Watch for NO PARKING signs.
Don't park in bus loading zones or near intersections, alleyways, and crosswalks.

Yield to people in crosswalks.
It's the law.


Drop your kids off at the curb on the school side of the street.

Reduce idling.
Did You Know? An idling vehicle produces over 40% more emissions than a vehicle driving at 20 mph.

Don't be that driver.
Don't put students at risk by texting while driving, making turns, or passing other vehicles in the school zone.

Walk or roll to school.

School Bus Safety



When the red lights are flashing or the stop sign is out, all vehicles on the same road **MUST STOP**.

Motorists **MUST WAIT** until the school bus begins moving.

IT'S STATE LAW (up to \$1,250 fine)

The area 10 feet around a school bus is the most dangerous for children. Stop far enough back to allow them space to safely enter and exit the bus.

You **MUST STOP** on roadways with painted lines. You **CAN** do it if there is a physical barrier separating your side of the roadway from the school bus.

For more information visit LookOutTexans.org or call EngineOffWithTexas.org

A photograph of a family of four walking on a paved sidewalk. On the left, a man in a light blue button-down shirt and jeans walks. Next to him is a woman in a blue t-shirt and patterned purple pants. In the center, a young child in a striped shirt and white shorts walks, holding hands with the woman on the left and another woman on the right. The woman on the right is wearing a yellow long-sleeved shirt and white pants. In the background, there is a street sign that reads 'Young' and a digital display showing '20'. The word 'Engineering' is overlaid in white text in the center of the image.

Engineering

Safe Routes to School

Safe Routes To School Planning and Engineering

1. Identify schools with safety issues or where many students walk/bicycle (school district feedback, high crash areas, etc.)
2. Meet with school and city stakeholders (TxDOT and transit agencies where applicable) to assess existing conditions and identify barriers/concerns
3. Determine appropriate countermeasures:
 - School Description
 - SRTS “Team” and Partnerships
 - Existing Travel Environment
 - Walk/Bike Barriers and Opportunities
 - Goals and Actions
4. NCTCOG working with stakeholders developing recommendations and cost estimates and creating partnerships to fund infrastructure improvements.



**Transportation
Alternatives
Call for Projects
Eligible Project
Activities**

**Call for Projects
(North Central Texas)**

**Active
Transportation**

**Safe
Routes
to School**

Shared-Use Paths
On-Street Bikeways
Bicycle/Pedestrian Signalization
Sidewalks, Crosswalks, Curb Ramps
Traffic Controls and Calming Measures
Signage
Road Diets



Call for Projects

Safe Routes to School Evaluation and Scoring Criteria

Category	Scoring (pts)	Description
Implements a Local Plan	20	Implements a project identified as a priority in a local Safe Routes to School plan
Safety	20	Improves the safety of students walking and bicycling to school
Congestion Reduction	20	Strong potential for the project to increase walking and bicycling by students to and from school
Equity	20	Improves school access for disadvantaged populations and underserved communities
Community Support and Stakeholder Involvement	15	Builds upon demonstrated community support for walking and bicycling to school
Air Quality Benefits	5	Improves air quality by supporting non-motorized travel



Safe Routes to School Funding: June 2017

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Active Transportation (12 Projects)	\$ 7,836,983	\$ 14,177,118	\$ 22,014,101
Safe Routes to School (22 Projects)	\$ 7,045,996	\$ 5,183,327	\$ 12,229,323
Total Recommended Federal Funding (34 Projects)	\$ 14,882,979	\$ 19,360,445	\$ 34,243,424



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(817) 608-2376

[nctcog.org/ PedSafetyPlan](http://nctcog.org/PedSafetyPlan)



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